U.S. Dept. of Transportation

**Docket Management Facility** 

1200 New Jersey Avenue SE

Washington, D C 20590

RE: Docket Number FHWAS-20-07-28977-0001

DEPT. OF TRANSPORTATION DOCKETS

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As an RVer who enjoys traveling around the country and seeing the great outdoors, I applaud the Federal Highway Administration's approval of the RV Friendly logo in the Manual on Uniform Traffic Control Device (Section 2G.03). There is widespread and overwhelming enthusiasm for this program among RV owners, the RV industry, and many places of business. However, I would prefer that this approval of RV Friendly signs nationwide be included in the final rule in the same form that it existed in the "Interim Approval for Addition of RV Friendly Symbol to Specific Service Signs (IA-8)," granted in September 2005.

Under the current interim program, an RV Friendly logo is a bright yellow circle, 12 inches in diameter and with "RV" in black. The use of these signs has been sanctioned by Oregon, Louisiana, Florida, Tennessee, Washington, Texas, New Mexico, Michigan, Iowa, Minnesota, New Hampshire, Idaho, Illinois, California, and Georgia. There is also legislation to approve the RV Friendly program pending in Virginia.

The approval contained in the Notice of Proposed Rulemaking (FHWA-2007-28977-0001) makes these circular signs smaller, mandates that the entire logo be contained on the business logo, and allows the use of a horizontal logo that reads "RV ACCESS." In order to maintain consistency and clarity, the approval should repeat the outlines drafted by FHWA in 2005. Future RV Friendly signs would then be uniform with the ones in the fifteen states who have already endorsed the program under the interim approval. Altering the size of the logo does not benefit highway users and may raise safety concerns. Maintaining the current approval guidelines would also help ensure that no business would be deterred from participation by the requirement that the RV Friendly logo be contained wholly within the larger business logo.

The RV Friendly program has proven to be a successful and useful tool for RVers and states. I appreciate FHWA's final approval of this program, but encourage the Administration to use the same requirements and language as contained in the September 2005 Interim Approval.

Sincerely,

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